

larity of the employment and the correction of inequalities as a result of previous adjustments. Coupled with the direction to the labor board to take into consideration these important standards is the highly important direction to the committee to prescribe rates sufficient to admit of the payment of the reasonable operating expenses including, of course, fair rates of wages.

My hopes are that the putting into effect of these provisions with a carefully selected labor board whose public representatives can be relied upon to be fair to labor and to appreciate the point of view of labor that it is not longer to be considered as a mere commodity, will mark the beginning of a new era of better understanding between the railway management and their employees and will furnish additional safeguards to the just interests of railroad labor.

"I am sure that every agency which will be involved in the operation of the labor board and in the conduct of negotiations fully appreciates that the wage demands are entitled to the earliest possible consideration and disposition, and therefore I do not anticipate any delay in the appointment and organization of the labor board or in the other necessary steps."

Senator Cummins (Iowa), chairman of the Senate Interstate Commerce Committee and one of the authors of the bill, said when he learned the bill had been signed:

"I am very much pleased at the President's action. It ends a long controversy and I am glad it finished."

## STRIKE CALLED ON FRENCH RAILROADS

Continued from First Page.

greatest calm be preserved, all provocation be avoided and all measures be taken to assure safety. Direction is also given that no damage be done.

"Work will not be resumed except by order of the executive committee," is the concluding sentence of the order.

At a ministerial conference this morning to consider the strike situation, especially with regard to the vitalizing of Paris, it was decided that perishable goods must not be allowed to lie in railway stations, owing to the danger of the foodstuffs spoiling.

Arrangements will be made to sell these goods immediately, those remaining unsold being distributed without charge.

Apparently the general strike order has not been obeyed by all the railroad men. On the various lines of the Orleans and northern systems almost the normal train service prevailed. On the eastern line the service was sufficient for the demands made upon it. On the Paris, Lyons and Mediterranean the situation was unchanged.

Mobilization orders affecting all the railway lines have been issued by the Cabinet, according to the *Echo de Paris*. It has been decided to forbid parades and close the theatres and other places of amusement at 10:30 P. M. for the duration of the strike. The newspaper understands that the Cabinet has outlined stern measures to be taken should there be violence.

It is expected by the authorities that dock workers, electricians and workmen in the building and metal trades will join the strike Monday. The railroad strike movement is spreading in southern France.

Premier Millerand has expressed himself as confident the government will be able to master the situation.

## TRAVELLERS IN PARIS SLEEP IN BATHTUBS

Rail Strike Causes Great Congestion in Hotels.

Special Cable Dispatch to The Sun and New York Herald, Copyright, 1920, by The Sun and New York Herald.

PARIS, Feb. 28.—The French public is beginning to feel the first severe effects of the rail strike in soaring prices of all foodstuffs. Huge stocks of meats and vegetables are spoiling in French ports and interior shipping centres, while the Government is powerless to move them.

As a measure to relieve this situation the Government has called to the colors sufficient railway men to operate the operation of food trains. At the same time it announced restrictions have been placed on the consumption of food supplies. Also the Government has taken steps to prevent hoarding of commodities which the most severe penalties will be directed. The whole milk supply has been reserved for children, the ill and aged.

From all over France there come reports of tiups, disorder and confusion. All ports seem to be in a state of chaos, from which it is feared, they will not recover for many weeks after the settlement of the strike, whenever that may be.

In Paris, apart from the measures being taken to insure the transportation of food supplies, arrangements are being made to aid stranded travellers, particularly Englishmen and Americans. The hotels have assumed the appearance of military barracks, the inability of travellers to leave their hotels suddenly resulting in great congestion in all these places. To-night many persons are sleeping in bath tubs and in numerous instances there are as many as eight persons in one bedroom, recalling certain days during the Peace Conference.

Tourist agencies here are making provision to send groups of travellers by airplane to the Riviera and to seaports, where they may go aboard steamships bound for other countries.

## SAYS LENINE BEGAN ITALIAN STRIKE MOVE

Longuet Attributes French Candidacy to Red Chief.

STRASBOURG, Feb. 28.—Adrien Pressmann, member of the United Socialist group in the Chamber of Deputies, during the debate to-day in the National Socialist Congress in session here on admission to the Moscow Internationale, opposed immediate and unreserved admission. He asserted that an attempt at force in the present state of depletion of raw materials would put the burden of vitalizing the country upon the revolutionists. Mr. Pressmann expressed the belief that the workers would not tolerate the idleness and privations which would result and thus an opportunity for counter revolution would be created.

Jean Longuet, the French Socialist, in appealing for moderation said that of the twenty Socialist organizations in Europe only two found favor in the eyes of Nikolai Lenin.

M. Longuet asserted that it was Lenin who accomplished the candidacy for the French Chamber of Deputies of Captain Jacques Sadoul (who previously had been condemned to death by a Paris court martial on a charge based on his relations with the Russian Bolsheviks) and that it was Lenin who started the movement for a general strike in Italy on July 21.

Welsh Steel Workers Strike.

SWANSEA, Wales, Feb. 28.—Five thousand South Wales steel workers have gone on strike for a forty per cent. advance in wages. They have refused the employers' offer of arbitration. This strike will idle 25,000 tin plate workers.

For Colds, Grip, or Influenza and as a Preventative, take LAXATIVE BROWN GUINNESS Tablets. Look for B. W. on wrapper.

## U. S. SAVED LINES BIG SUMS, SAYS HINES

Contents \$855,000,000 Deficit Would Have Been Larger Under Private Control.

MANAGEMENT IS UPHOLD

Besides \$200,000,000 in Rail Bill Congress Will Have to Give \$436,322,885.

Special Cable Dispatch to The Sun and New York Herald, Copyright, 1920, by The Sun and New York Herald.

WASHINGTON, Feb. 28.—Though the Railroad Administration when it turns back the railroads to-morrow night will have a net deficit of approximately \$855,000,000, the actual loss on Government operation will be less than would have resulted under private control, in the opinion of Director-General Hines.

In his report to the President on twenty-six months of Federal operation of the roads, made coincident with the signing of the railroad bill by the President, the Director-General takes occasion to say that the public inevitably had to pay the increased cost of railroad operation either through rates or taxes, and that the price they had to pay was held down by Government operation.

Emphatic denial is made by the Director-General of two widely published statements tending to reflect on Government management of the roads. First, Mr. Hines presents figures to show that the railroads have had relatively fewer employees under Government control than under private control, and there has been no wasteful use of the railroads, and, second, that the railroads have not been permitted to depreciate, but have been kept in a high state of maintenance, making untrue reports that the Government would be liable for heavy depreciation claims.

Despite this situation, the Director-General says that to wind up Federal operation of the roads an additional appropriation of \$436,322,885 by Congress will be necessary in addition to the \$200,000,000 carried in the railroad bill made to-night.

This will make a total of appropriations for Government operation of the railroads of \$1,855,322,885, but of this sum approximately \$1,022,000,000 represents advances to the roads for equipment or maintenance or other recoverable assets or investments. The loss, the Director-General states, if it can be called a loss, is due to the fact that cost to the public through transportation charges has not been so great as it necessarily would have been under private control.

Director-General's Report.

Mr. Hines sums up the results of Federal control as follows:

"It made practicable a war transportation service that could not have been otherwise obtained; its unification practices have increased the utilization of the inadequate supply of equipment so that an exceptionally large transportation service has been performed in the busy periods of 1919, with a minimum of congestion; it met the emergency of the unprecedented coal strike in a way which private control could not have done and averted a heavy financial loss on that account which would have proved highly disturbing to private control; it provided more additions and improvements and equipment than private control could have provided during the difficult financial period of 1918 and 1919; it dealt fairly with labor and gave it the benefit of improved and stabilized working conditions which were clearly right; it not only did not cost more than private control would have cost during the same period but cost considerably less on account of the economies grown out of unification and new local burden put upon the public (through rates and taxes) on account of railroad costs was substantially less than would have been necessary if the railroads had remained in private control and rates had been raised enough to preserve their credit; it protected the investments in railroad properties, whereas without Federal control these investments would have been endangered, and it turns the railroads back to private control functioning effectively, with a record of exceptional performance in an exceptionally difficult year, despite the disruption caused by the coal strike, and in condition to function still more effectively with the normal improvement to be expected in the weather and other conditions."

Mr. Hines declares that a service was given to the public and the Government that would never have been possible under private operation in the emergency. In addition, he declares that the private owners of the roads are receiving them not only in good condition, but under an advantageous psychological situation, in that criticism of past performance is leveled at the Government, and that at present operating conditions are very favorable. He points out that the heaviest passenger travel in the history of the railroads has been achieved without additional and necessary passenger equipment, and that such new equipment is necessary.

Difficulties That Were Met.

Government operation was hit not only by the exigencies of the war and troop movement, but by an adverse freight traffic situation in the early months of last year after the armistice, followed by a rush of traffic difficult to handle in the late summer, with the coal strike piled upon this in November. But for these circumstances the showing of government operation would have been better.

Mr. Hines states that the railroads had to make long hauls and cross hauls of coal, in addition to doing all distributing, and when this situation was overcome a severe winter with heavy storms gripped the roads.

"The ability of the Railroad Administration," says Mr. Hines, "to perform so large a public service in the transportation of freight in the busy months of 1919, in spite of the extraordinary difficulties, was due to its ability to unify the control of locomotives and cars and to avoid congestion in terminals and on railroads by diverting freight and by pursuing a policy in the common interest in the matter of embargoing freight in time to prevent congestion and in the matter of establishing and enforcing the permit system as to traffic requiring that method."

"The permit system is designed to prevent the use of cars for the loading of traffic when it is known that either through lack of ships, crowded terminals or other conditions the consignees will not be able to release the cars promptly on arrival at destination. The application of this system results in keeping cars from being absorbed in traffic from which they cannot be released promptly and in leaving the cars to be used in traffic which can use them and release them promptly. It is one of the most important methods of avoiding or minimizing congestion in times of heavy business."

The Director-General commends railroad labor for steadiness and loyalty in time of stress, despite the activity of agitators and trouble makers. He says that increases in the cost of operation have approximated 100 per cent. and are not greater than in other industries. He reviews at great length labor relations and conditions and urges a continuation of frank co-operation in bargaining as operated by the Railroad Administration.

SENATE AGREES TO SPEED UP TREATY

Continued from First Page.

votes for the Hitchcock amendment, hoping it may be possible to adopt it if they cannot count in advance the votes of the Senate.

On the Democratic side and indeed among some Republicans, it was reported to-day that a poll had shown that the vote would be within five votes of ratification, provided the Lodge reservations are unchanged. Senator Borah positively denied this and said at least nine votes were lacking. But Lodge terms that the irreconcilables in the Lodge reservations suggested they are concerned about the tendency among Democrats to surrender to the Lodge proposals.

The hope of ratification lies in the possibility of more Democratic votes coming over to the Lodge programme. It has become apparent this week that the debate will change no votes and that the final result is in the hands of those Democrats who, still faithful to the Administration, would like to be set free to vote to ratify with the Lodge reservations. They do not want to do this unless they get word that the President will be satisfied with that action.

Wilson Firm on Article X.

The common opinion to-night is that unless the President passes word that in extreme cases he had not hesitated to take terms that have the treaty beaten, then it will be beaten. An interesting story circulated to-day that the President in fact had sent word very recently that he would not accept the Lodge reservation to Article X. It arose out of an arrangement over a pair. A Republican Senator, obliged to leave the capital, asked a Democrat to pair with him. They compared notes to ascertain how many wanted to vote for the treaty. The Democrat finally said he was in favor of every one of the Lodge reservations, but that on Article X, and added: "I would be for that one word but word has come from the President that he would not deposit the ratification if it were adopted."

Whether this referred to some recent communications not heretofore made public or to the Jackson Day letter and earlier statements is not certainly known, but the impression got about the Senate that the President has permitted some of his close friends to know in the last few days that he cannot accept this reservation.

In the last forty-eight hours a new reservation has been insisted. It was introduced only three days ago by Senator Brandegee (Conn.) and reads:

Ratification shall not take effect unless the instrument of ratification shall have been filed within thirty days after the adoption of the resolution of ratification by the Senate.

His intention is to prevent the President, if the treaty is ratified, holding the document over the heads of European States and in effect saying to them: "If you settle the Adriatic, Turkey, the Near East and the rest of the world's problems as I want them settled, I will deposit this ratification. If not, I will picconile it and America will not join your league."

When the reservation first was discussed and before it was presented in the Senate, it attracted little attention, but the sudden acuteness of the Adriatic issue and realization that with the ratified treaty, in the possession of the President would get an immense power caused more serious consideration of it. It will be urged very seriously at least.

No Jap Warships at Hawaii.

HONOLULU, Feb. 28.—No Japanese warship was reported to-day in Hawaiian waters, as United States Senator Phelan of California said in the Senate yesterday he had been informed was the case. The situation on the sugar plantations, where Japanese laborers and others are on a strike, remains quiet.

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## GERMANY HAS ONLY HALF ENOUGH FOOD

Supreme Council Making Investigation of Economic State of Europe.

LOOKS FOR AMERICAN AID

Chief Source of Supplies Here if General Starvation Is to Be Prevented.

Special Cable Dispatch to The Sun and New York Herald, Copyright, 1920, by The Sun and New York Herald.

LONDON, Feb. 28.—The Supreme Council of the Peace Conference made further progress to-day in its investigation of the economic state of Europe. It now is becoming evident that the Council is mapping out a broad and practical programme, which probably will be submitted to bankers next week, and they will be asked for suggestions for a solution of the problem.

Experts already have submitted figures showing that Germany is now receiving only half the normal number of food calories required to keep her people alive. Also they have shown that wholesale prices in France and Italy have risen more than 300 per cent. above the pre-war level; in Great Britain 170 per cent., in Japan 150 per cent., and in the United States 120 per cent. As the investigation proceeds economic conditions in Austria, Hungary, Poland and all other European countries will be considered. Sources of production will be gone into, as will means for getting the necessary supplies from them.

It was intimated that the Council has agreed that America will have to be the chief source from which supplies can be drawn for the time being, if revolution and starvation are to be prevented all over Europe. Therefore, it will be necessary for the Council to first find out what is needed and where help is most needed. After that the bankers will show what is necessary to obtain supplies, and some big consolidated scheme of finance will be worked out.

As was stated in THE SUN and NEW YORK HERALD, indications point to the fact that Europe will be consolidated into one economic unit, which will of course call for dealing with Germany as a necessary part of the whole and re-creating just as active measures to re-start her industries as will be necessary in any other country. Any scheme of credits that is mapped out will have to include her, unless she is to become an object of charity and a perpetual burden.

This undoubtedly will necessitate a scaling down of indemnities and the taking of every measure necessary to supply her with raw materials. By showing the straits to which Germany is put and showing how she is unable even to keep alive, let alone pay the huge indemnities demanded of her, politicians are paving the way to get the public to accept treaty revisions and a more lenient policy toward Germany. They also are laying stress on the contention that this is the only way to bring down the high cost of living and keep the populace quiet until a practicable finance scheme for Europe can be worked out.

Defection of Prince Faisal.

If the reported fall of Alexandretta is truly described, the defection of Faisal from the allied cause is the gravest development since the signature of the German peace.

As outlined this week, the Peace Conference believed that the alienation of Mesopotamia under British influence, the creating of a powerful Armenian republic, the granting of contiguous spheres of influence to the Italians, Greeks and French could be effected, and Persia formed into an efficacious barrier between India and Bolshevism.

The whole scheme, however, depended upon Faisal left Paris somewhat piqued at the English for overturning him, and also at Clemenceau, the latter treating the Prince somewhat cavalierly.

Nevertheless the Peace Conference proceeded upon the theory that he would stay friendly and placed strength in the influence of Col. Lawrence and other Englishmen who helped organize the Arab army which cooperated with Allenby.

Near East Balance Upset.

This hope has not been abandoned at the present time, despite reports. It has been learned that negotiations are going on with the Arabs, but even if these are successfully maintained and

the Arabs kept anti-Turk it will be at a price that will probably disturb the balance that the Peace Conference thought it had attained in the Near East settlement.

The paucity of the military power of the Allies is accentuated at this time by domestic conditions. Owing to the demand for retrenchment the British have even cut down the allowance of troops for placid duty. It is also due to the keeping of thousands on duty in Ireland. France, of course, is concentrating every military resource meeting railway strikes and bearing the major burden of the Rhine watch. Italy is in no shape, either politically or economically, to muster troops for foreign service.

COUNCIL ACTS ON TURKISH MASSACRES

Announces Agreement to Deal With Situation.

LONDON, Feb. 28.—The section of the Supreme Council which is dealing with the Turkish treaty met to-day. Earl Curzon, the Foreign Secretary; Paul Cambon, representing Premier Millerand of France; Philippe Berthelot, political director of the French Foreign Office; Vittorio Scialoja, Italian Foreign Minister; Marquis Imperiali, Italian Ambassador at London; Viscount Chinda, the Japanese Ambassador, and various experts were present.

The question of grave reports of massacres of Armenians in Cilicia was raised, and later a special meeting of the council was held to consider the matter. Military experts were called in, but just what the council wanted of the experts was not explained. It is officially announced to-night that the council has agreed to deal with the situation immediately.

In this connection it is recalled that Great Britain recently warned the Sultan that unless the Turkish Government ceased what was termed "unfettered practices" the council would impose more severe peace terms than the members at that time were disposed to lay down. Hence no great significance is attached to the presence of the military men at to-day's meeting, as the pressure against Turkey could hardly be military.

Premier Lloyd George left London to-night and will be away until Monday. Most of the other members are remaining in the city over Sunday and will hold informal conferences.

Communist Conference Broken Up.

KARLSRUHE, Germany, Feb. 28.—A recent conference of German communists at Karlsruhe, three miles from here, was broken up by the police to-day. Representatives from Austria, Poland, Russia and Switzerland were present. They will be detained pending arrangements for their expulsion from Germany.

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DE PINNA

Fifth Avenue at 50th Street

## TURKS AND ARABS ATTACK THE ALLIES

Serious Rising Reported in Asia Minor and Alexandria Captured.

MASSACRES ARE RENEWED

British Warships Hurrying East, but No Landing Force of Strength.

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LONDON, Feb. 28.—The gravest of situations has arisen in Asia Minor, both politically and militarily. Although the Peace Conference announced to-night that "immediate measures will be taken," Churchill and other military authorities after consultation gave out no details.

Lacking these, observers are at a loss to see what steps can be pursued. It is admitted that neither France, England nor Italy has forces sufficient to cope with disturbances that may be extensive enough to result in the massacre of twenty thousand persons, and, what is more important still, in the reported capture of Alexandretta by joint Turk-Arab forces.

If the Turks, headed by Djemalvahan and other old Turkish leaders, have effected a junction with the forces of Emir Faisal the entire plan of the conference respecting Asia Minor may be upset and the whole scheme of settlement in the Near East is menaced by a new and serious war.

It was learned to-night that more British warships are hurrying eastward through Mediterranean waters, but it is admitted that operations, even sufficient to protect the Armenians and other non-Turks in Cilicia and Smyrna, are far beyond the power of any landing party.

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